



MD 197 IS ASSUMED TO RUN IN
A NORTH-SOUTH DIRECTION

SHA RIGHT
OF WAY

TIE TO NEAREST
SIDEWALK JOINT

TIE TO
EXISTING CURB

SNOWHILL
ESTATES LN

SHA RIGHT
OF WAY

TIE TO
EXISTING CURB

SAW CUT

← NB MD 197

1. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE.
2. SIDEWALK RECONSTRUCTION LIMITS SHALL COINCIDE WITH CRACK CONTROL JOINTS (JOINTER GROOVES) OR EXPANSION JOINTS IN EXISTING SIDEWALK. NEW EXPANSION JOINTS SHALL BE PROVIDED AT THE INTERFACE OF EXISTING AND PROPOSED SIDEWALK. SEE STANDARD MD-655.01.
3. SIDEWALK RAMPS ON THIS SHEET ARE DESIGNED AND SHOULD BE CONSTRUCTED ACCORDING TO MD-655.13.
4. CONTRACTOR TO INSTALL DETECTABLE WARNING SURFACE ON SIDEWALK RAMP AS PER MARYLAND STANDARD MD-655.40.
5. ALL MEASUREMENTS ARE FROM BACK OF SIDEWALK OR RAMP.

SB MD 197 →

TIE TO
EXISTING CURB

TIE TO NEAREST
SIDEWALK JOINT

EX. CONC. SIDEWALK

VARIES

SAW CUT

TIE TO
EXISTING CURB

TOWN
CENTER
ENTRANCE

TIE TO
EXISTING CURB

TIE TO NEAREST
SIDEWALK JOINT

SAW CUT

INSTALL
BACKER CURB

TIE TO
EXISTING CURB

SHA RIGHT
OF WAY

EX. CONC. SIDEWALK

TOD NO:XX449-38
SHA NO:PG556A59/B59
MD 197@SNOWHILL ESTATES LA.

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 197 (LAUREL-BOWIE ROAD) AT
SNOWHILL ESTATES LANE
BOWIE, MARYLAND

SIDEWALK PLAN SHEET

SCALE 1" = 10' DATE JUNE 2009 CONTRACT NO. XX4495185

DESIGNED BY SK COUNTY PRINCE GEORGE'S
DRAWN BY SK LOGMILE 16019713.210
CHECKED BY TTS TMS NO. 1482
FAP NO. TOD NO.

TS NO. 30780 DRAWING SG - 03 OF 03 SHEET NO. 3 OF 3

RKK

RUMMEL, KLEPPER & KAHL, LLP
81 MOSHER STREET | BALTIMORE, MD 21217
PH: (410) 728-0500 FAX: (410) 728-0160

Engineers | Construction Managers | Planners | Scientists
www.rkk.com

PLOTTED: Friday, June 26, 2009 AT 10:57 AM
FILE: \\Rkk\\v0006\\2009\\06148_1c\\dtd\\Task 07_MD 197 @ Snow Hill Estates\\Cadd\\Plans\\pSW-0001_MD197.dgn

BY: SMK

ROADWAY LEGEND

- FULL DEPTH RECONSTRUCTION
- PROPOSED CONCRETE SIDEWALK
- REMOVAL OF EXISTING SIDEWALK
- CURB TRANSITION (0" TO FULL CURB HEIGHT)
- PROPOSED TRAFFIC SIGNAL POLE